

Putting Parking in it's Place for Smart Growth

A Developers Prospective

February 2, 2012

By: Meea Kang

+ The Personal Vehicle



[Image via alston.com](http://alston.com)

+ Sprawl & Cars Have Been the Status Quo for Decades

- Car reliance is an outcome of sprawl development.
- We're seeing the negative impacts of sprawl manifest while we're beginning to recognize the benefits of changing our development patterns to infill and smart growth.
- Our land use patterns affect how we get around and it's foolish to let how we get around influence our land use patterns.
- It's difficult to accommodate the habits of sprawl when building infill.



[Photo from Geospatial Technology Program at Penn State](#)

+ Accommodating Cars in Infill Developments is Challenging

- Smart Growth= More Density
- Allowing more density often triggers excessive parking requirements
- Storing cars takes up valuable space, increasing costs, traffic and GHG, comprises building function and walkability
- Smart Growth inherently means people need to rely less on their cars, so fewer vehicles are needed.



Infill Development in Seattle's Pike/Pine Neighborhood
Image from riseandsprawl.blogspot.com

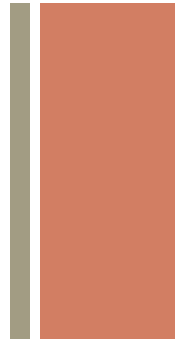


Ignoring the Car is Also a Challenge

- Concerned stakeholders complain, developers are concerned they won't be able to rent the spaces without parking, etc.
- People *need* to get around: 63% of all trips made are to shopping, schools, and work.
- Cities wanting to grow smarter need to think ahead rather than maintaining the status quo.
- Affordable housing is a great platform for making regulatory changes with respect to smart growth and parking.



+ Facts about Affordable Housing and Cars



- 72% of people who moved to affordable housing developments are closer to, or the same distance from common destinations.
- Upon moving to affordable housing people report walking and using transit 30% more frequently.
- People who live in affordable housing generally own fewer cars per household than those who do not.

+ Parking Reduction Received

PROJECT NAME	LOCATION	UNITS	PARKING PROVIDED
Temple Art Lofts	Vallejo, CA	29	0
Lincoln Court	Oakland, CA	81	0.3 space/ unit
Garvey Court	El Monte, CA	63	0.7 space/ unit
Siena Court	Pittsburg, CA	111	0.9 space/ unit
La Valentina	Sacramento, CA	81	1 space/ unit
Entrata	Pittsburg, CA	28	1.1 space/ unit
Kings Beach Housing Now	Kings Beach, CA	77	1.5 space/ unit

Temple Art Lofts Vallejo, California

Units: 29

Standard Parking Requirement: 45

Parking Spaces Permitted: 0

- Vacant, REO in the heart of downtown, near amenities and transit.
- Domus acquired the buildings in 2010 to create 29 units of affordable artist housing and community serving retail.
- City waived parking minimum because they recognized the tremendous benefit this project would bring.



Temple Art Lofts

Vallejo, California



1954

- Appealed to stake holder sensibilities.
 - Historic preservation of landmark buildings.
 - Existing parking in large public lot across the street.
 - Project located near transit and amenities.
 - Project brings economic vitality to a downtrodden area.
 - Provision of affordable housing is crucial to social equity.
 - Affordable infill development creates beneficial economic, social and environmental outcomes.

+ Temple Art Lofts Vallejo, California

■ Project Outcomes

- Augment affordable housing stock for artists.
- Infusion of economic stimulus.
- Preservation of historic buildings.
- Not providing parking encourages tenants to shop locally, walk, bike, take the bus, and take the ferry.



La Valentina North & Station Sacramento, CA

Units: 81

Standard Parking Requirement: 102

Parking Spaces Permitted: 81

- Less parking meant more space to incorporate amenities such as ground floor retail, social service space, bike storage and a public plaza.
- Cost savings and additional revenue stream from housing and retail mean project can support green building techniques such as rooftop solar panels, net-zero energy consumption and LEED Gold design.



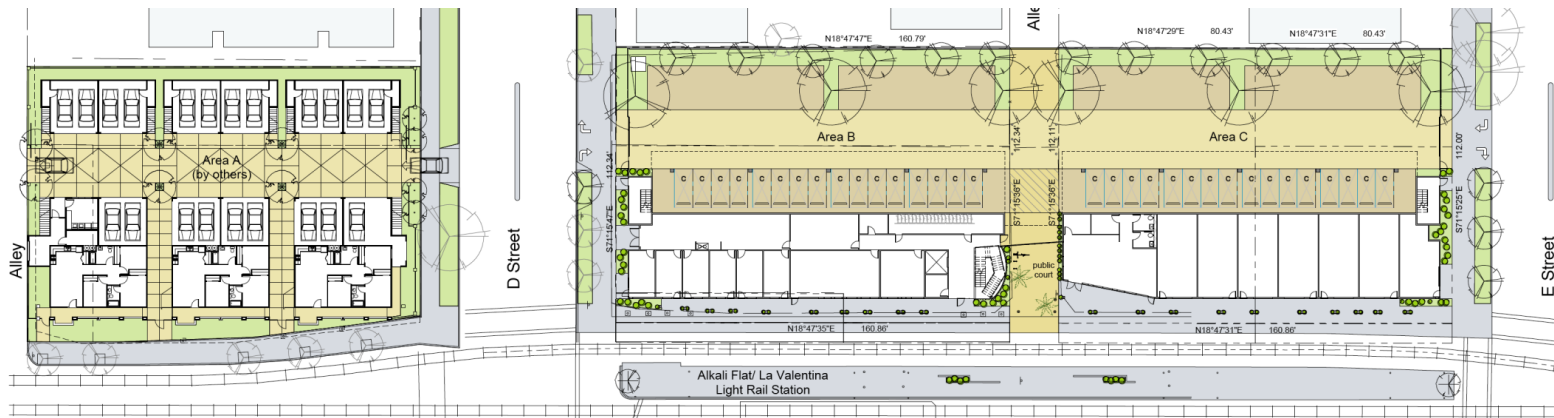


La Valentina- An Affordable Transit Village



Well designed, well located affordable housing gives city a platform for flexibility.

- Zoning Change which allowed twice the density (36 DUA to 66 DUA)
- Reduced parking requirement to 1 space per unit due to proximity to light rail.
- Variances require less setback, increased height limits, and allows for ground floor commercial uses.



+ La Valentina Station

Designed by David Baker + Partners, Opening Spring 2012



+ La Valentina Station

Northwest Perspective





La Valentina Station

South Perspective





La Valentina Station

East (rear) Elevation

La Valentina North

Designed by YHLA Architects, Opening Spring 2012





La Valentina -A Transit Village

Under Construction
Opening Spring 2012

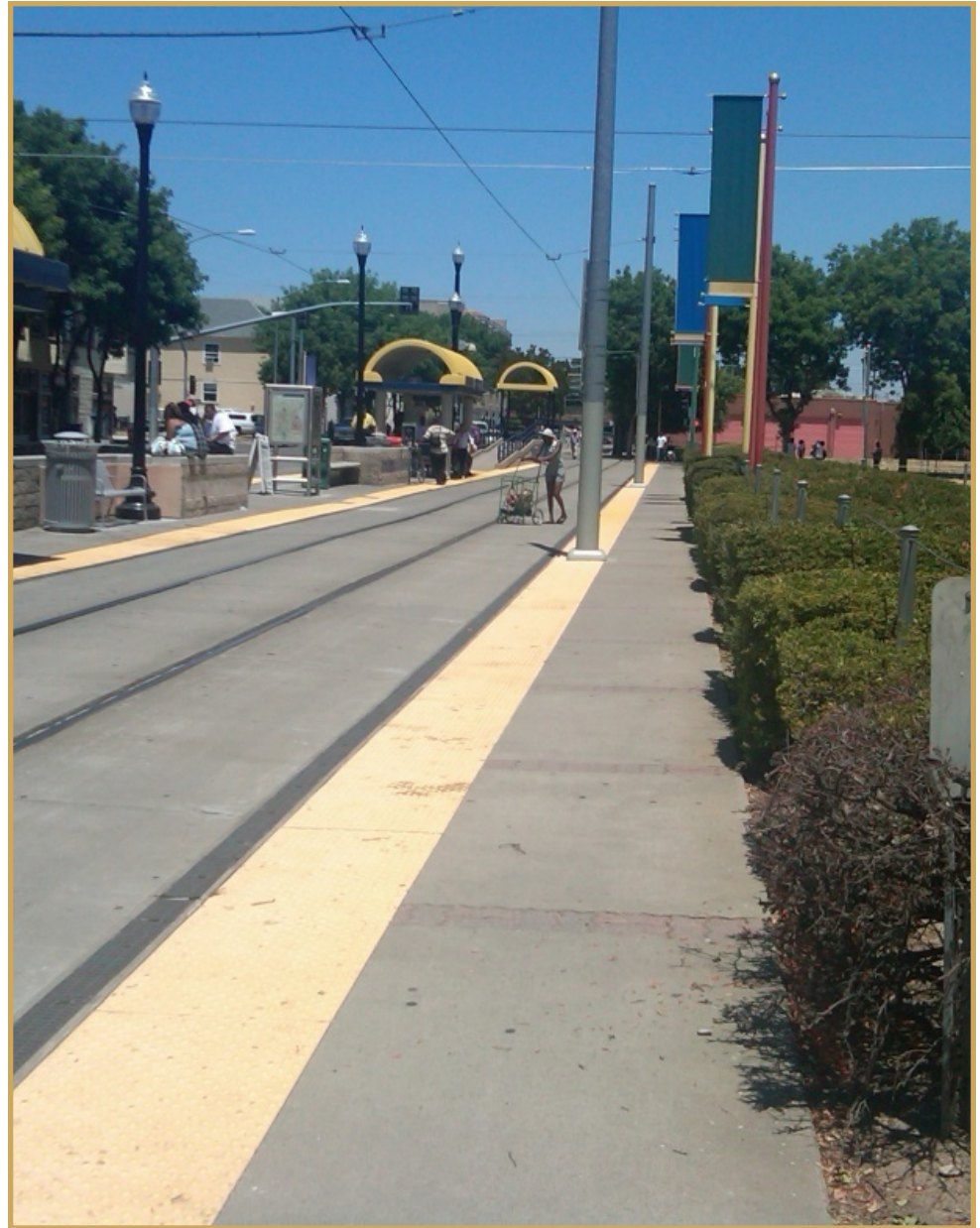




La Valentina

Project Outcomes

- Designed for the pedestrian and transit user, not just the car.
- Project was crucial to revive neighborhood, support transit and provide affordable housing for families.
- City recognized benefits and was able to think big picture and did not constrain development on behalf of the car.



+ Conclusion

- Relaxing parking requirements supports smart growth by:
 - Creating less “dead” space and permitting more “useable” space and higher densities
 - Reducing costs of infill developments and making difficult projects more feasible
 - Benefits to the environment, human health, and the economy.
- Cities aiming to grow smarter should:
 - Eliminate minimum parking requirements
 - Allow for by right development for infill
 - Invest in transit
 - Support affordable housing

+ **THANK YOU!**

Meea Kang
[mee@domusd.com](mailto:meea@domusd.com)

